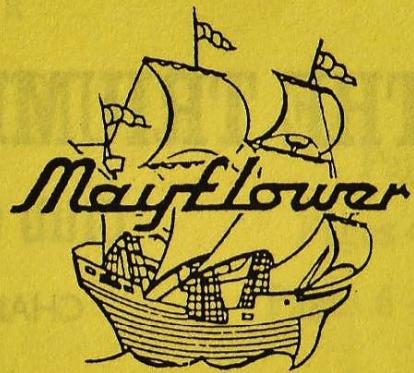
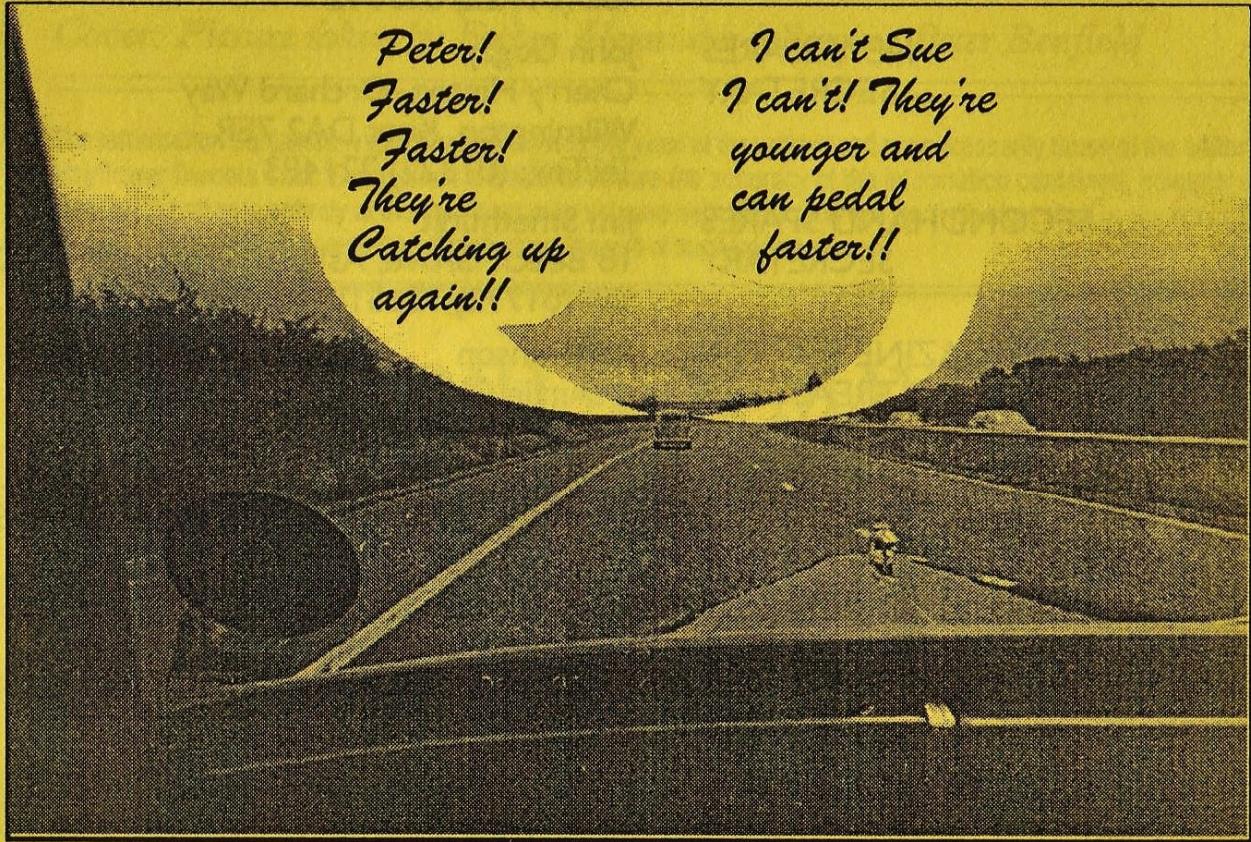


Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 1999 No. 92



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1998-99

CHAIRMAN	Peter Benfield Low Beck, Cow Lane, Middleton Tyas Richmond, N. Yorks DL10 6RG
VICE CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042
NEW SPARES SECRETARY	John Gogay Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER Tel/Fax: (01322) 221493
SECONDHAND SPARES SECRETARY	Jim Smethurst 18 Beech Grove, Ashton, Preston PR2 1DX Tel: (01772) 726519
MAGAZINE EDITOR/ TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 0181-440 8623
CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061
ORDINARY MEMBER No. 1	Tony Thorpe
No. 2	Forbes Alexander
No. 3	David Miller
No. 4	Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Cover: Picture taken by Forbes Alexander following Peter Benfield

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



TRIUMPH MAYFLOWER CLUB SHIRTS SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

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Colours available:

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Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15

Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50

ORDER FROM THE SPARES SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial

Dual editors

PHIL AND I are sharing the editorship of this esteemed vehicle on alternative issues and you should forward your letters, adverts etc for inclusion as follows:

25th August - Phil Benson

25th Nov - Steve Coulman

25th February - Phil Benson

25th May - Steve Coulman.

If you miss these deadlines your letter etc may appear in the next issue, subject to editorial pressures.

I should like, on behalf of the TMOC, to thank Phil for all his hard work over the past five years in the publication of this vehicle. As long as I've been a TMOC member Phil has been at the helm of *Flower Power*. I won't be replacing Phil but I hope to compliment his endeavours with my own style.

Mr Mayflower

Talking to Howard Pryor I was advised that it is an all too common occurrence for the top/rear bolt on the steering box mounting to be missing.

Upon checking XMG 7 I too found this bolt to be missing which is potentially dangerous if a deep pothole is hit or a front puncture happens. Check your steering box as a matter of urgency.

Continuing in the mechanical mode XMG 7 'technically' failed

WANTED YOUR LETTERS

Please send your stories about anything connected with our cars

Phil Benson is editing the next magazine so please send them to him at:

4 Dunlin Close

Redhill

Surrey RH1 5HJ

its MoT recently. No, not the missing bolt to the steering box, it was three missing split pins to castle nuts on the newly fitted trunions! I was let off with a 'verbal' but it shows how vital it is that we double-check our cars for our own, passengers, and other road users safety. Please pass on your technical experiences to *Flower Power* for other members to learn by.

By the time you receive this issue I will have, hopefully, had a long chat with Vic Hammond. It is a rare opportunity to discuss the 'Flower with someone who was involved in its creation. Vic

FLOWER POWER

prepared the first working drawings of the 'Flower' and succeeded Walter Belgrove as Chief Stylist (1955-1960).

Vic has agreed to attend our rally at Burford and present the George Jeary award for the most original 'Flower'. I'm sure Vic will be pleased to talk to all and offer his undoubted expertise.

A Press Release, approved at the AGM, was faxed to all the major classic car magazines so look out for features in the near future.

TMOC is to be featured in the Club Focus slot of the July issue of Classic Car Mart, Dave Millers' Herald powered 'Flower' is to feature in *Triumph World*, TMOC has been invited to display on the Triumph over Triumph magazine stand and *Practical Classics* have been in contact.

Thank you Jim

Jim Smethurst is retiring after many years hard work as Second-hand Spares Secretary. I'm sure we can all recall a time when he has saved the day and we thank him for all his efforts.

Please send written details of your secondhand spares to me so that I can build up a data base with the aim of (you keep your bits in your garage and I match members to the bits they are after when they contact me) it's as simple as that!

As this year is the 50th anniversary of the launch of the 'Flower' I thought the early publication of the draft introduction of my 'Flower book' would be fitting. All comments gratefully received, critical or otherwise.

Have a safe and enjoyable summers 'Flowering'.

General Accounts 1998/99

<i>1997/8</i>	<i>Receipts</i>	<i>1998/9</i>	<i>1997/8</i>	<i>Payments</i>	<i>1998/9</i>
2558.13	Bank balance b/f	1395.37	1605.00	Flower Power	1580.00
3.22	Cash balance b/f	24.22	28.64	AGM	40.00
2393.13	Subscriptions etc	2617.53	77.76	Officers expenses	178.40
40.17	Interest	42.95	283.66	Rally expenses	336.36
25.00	Back number service	0.00	55.00	Subscriptions FHBVC	41.85
0.00	Rally receipts	168.20	50.00	Spares Loan refunds	-10.00
<u>5019.65</u>	Total income	<u>4248.27</u>	1500.00	Transfer to Spares a/c	<u>0.00</u>
			<u>3600.06</u>	Total expenditure	<u>2211.61</u>

	<i>Bank</i>	<i>Cash</i>	<i>Total</i>
Opening balance	1395.37	24.22	1419.59
Receipts	2828.68	0.00	2828.68
Payments	<u>211.61</u>	<u>0.00</u>	<u>2211.61</u>
Closing balance	<u>2012.44</u>	<u>24.22</u>	<u>2036.66</u>

Chairman's report

OUR THANKS once again to John Oaker for the use of Alumwell Junior School for our AGM which took place on Sunday 21st March.

This proved a very useful meeting, covering mainly new rally award arrangements, our forthcoming rally at Burford Wild Life Park (in June rather than our traditional July gathering), a levelling out of club membership fees (which has proved a minor irritation to some overseas members bearing in mind the strength of the pound) and what could prove a useful appointment, that of Secondhand Spares Co-ordinator.

Steve Coulman has offered to set up a data bank of the spares owned by the club and hopefully from individual members who would be willing to sell on any unwanted items should the occasion arise from any members' requests.

The club is extremely grateful to Jim Smethurst, who over the past few years has been Secondhand Spares Secretary but he now feels other interests are taking up much of his time and regretfully he feels he must pass on this task to our new appointee.

It is rare for members attending the AGM to bring along their Mayflowers, apart from John

1999 ANNUAL RALLY

SUNDAY 20th JUNE

Please come along to this
50th Anniversary Rally

A combined rally with the
Pre-1940 Triumph Owners
Triumph Razoredge Owners
and the Triumph Roadster Clubs

Burford Wildlife Park Oxfordshire

(See details in the
Rally Secretary's Report)

Oaker, But this year we were delighted to see Geoff Evans from Redditch with his totally original specimen, with less than 20,000 miles on the clock, quite a unique car.

A more detailed account of this meeting will be found elsewhere in the magazine. My own car has been running quite well recently with the new pair of rear springs bedding down, producing a more stable ride and reducing the roll on corners experienced with the original 'tired' springs.

At a recent rally in Doune, Scotland, I came across at the autojumble quite a few reviews of the Mayflower from early years. Some of which I had not seen before. One from the *Autocar* of January 1951 I found particularly interesting with the author giving

FLOWER POWER

his impressions of KDU 271, driven and photographed in St Neots, Huntingdonshire, where of course we stayed for our Saturday evening gathering last year before the rally at Kimbolton Castle.

Much of their testing was done at night in heavy rain but in their words the car handled well with three 'faster than average' drivers finding the all-round performance most satisfying!

I am hoping to meet up with the usual 'regulars' at Mellerstain House in the Scottish Borders in a fortnight's time. They are John Burgess, John Miller and Forbes Alexander.

This is a really superb weekend for any Mayflower owner in the north, with an interesting 'regularity run' on the Saturday afternoon, a noggin and natter with refreshments in the evening. On Sunday a gathering of 800 cars in

the grounds of Mellerstain House, a wonderful work of art by Robert Adam.

On a technical note I have recently found that it is possible to fit a modern spin-on oil filter to the Mayflower engine - something I envisaged could not be done.

I am following up my enquiries and hope to be able to give more details in the next edition.

In the meantime Burford is only three weeks ahead and I am looking forward to this special 'four clubs' meeting, together with the social gathering on the Saturday evening.

It would be excellent if we could muster at least the same number of cars as last year - please try and make this rally a great success by your presence in this the 50th anniversary year.

24-26 September 1999

TSSC Norfolk Area's Mile of Triumphs

Broad Farm, Near Great Yarmouth, Norfolk

In aid of East Anglia's Children's Hospices

Contact:

Rob 01603-434544 or Joe 01493-728764

Minutes of the AGM

Sunday 21st March 1999

THE CHAIRMAN opened the meeting at 2.00 pm.

The minutes of last year's meeting were proposed to be taken 'as read' by Peter Benfield and this was seconded by Martin Bishop and unanimously agreed.

Apologies were received from: Forbes Alexander, Tony Booth, Peter Burdge, Steve Darley, Ron Hagger and Dave Miller.

Chairman's Address/Report

First of all I would like to thank all the Committee members who have come here today and also those other club members who have made the journey for this annual meeting.

1998 was a truly memorable year for all Triumph Mayflower Club members, particularly for those who participated in the gatherings at the Gaydon Heritage Centre at the end of May and also our own new format rally at Kimbolton Castle in July.

As one of the smallest of the 11 clubs present at the Celebration of 75 years of the Triumph marque, the Mayflower club stand was represented with five cars, one in each of the colours originally manufactured — black, green,

maroon, cotman grey and comet blue.

Also present was the oldest known Mayflower, that of Frank Smith which took pride of place, standing alongside other famous Triumph models in front of the main building. Several other club members reinforced our presence by bringing their cars into the main 'Triumph only' car parking area.

The previous evening had set the tone for the weekend with over 400 diners present at the Celebration Dinner organised by Graham Robson, with a remarkable group of celebrities on the top table including former works rally drivers and an honoured guest in Harry Webster, CBE — Standard Triumph's Director of Engineering from 1957-1968.

It says much for the health of our club that we were able to donate £50, just like all the other clubs, to enable the oldest known Triumph in existence, the 1923 '10/20' to be brought over from Ireland, and again a further £50 towards the set-up costs of the show programme etc. Such was the success of the weekend that these amounts were refunded to the clubs at a later date, by the organisers.

Our July gathering at Kimbolton Castle also proved a great success — this was a new venue and was the culmination of many discussions during the winter months by our Rally

FLOWER POWER

Secretary with other committee members and likewise from the Roadster and Razoredge clubs.

They arranged superb, good value, accommodation at the Wybaston Lakes Club, a short distance from the rally site, with a memorable dinner on the Saturday evening.

As with Gaydon this preliminary gathering helped us all to get to know each other a little better and provided an excellent relaxed atmosphere after the meal when one was able to converse with other club members helping to foster good future relations.

On the Sunday it was a delight to see so many Mayflowers present, 19 in all, our best gathering yet. Coupled with superb weather, Howard's barbecue and the refreshing presence of two of our American members and their families, I think we were all sad to leave at the end of the day.

There must be a host of small rallies attended by our members during the summer months, showing the Mayflower flag and as committee members we are grateful to them for keeping our model in the public eye.

We certainly do have a unique motor car and one that from my own experience creates much admiration from the public and seems to bring back many happy memories of former years.

The appearance of my car on the BBC *Top Gear* programme, albeit

for less than seven minutes, brought the year to a fitting end, and I hope all members gained some satisfaction and enjoyment at seeing our model featured 'on the box', and especially being driven by an ex-RAC rally driver who on returning my 'cap' borrowed for filming, thanked me for the chance to drive the Mayflower for the first time.

He described it as a fabulous experience. So next time you find yourself on a long incline revving hard in 2nd gear, just remember Tony's description — "fabulous"!

Over the year we were grateful for the publicity we received from Tony Beadle, editor of *Triumph World* and for the *Top Gear* programme, which incidentally usually has 3.5 million viewers!

I feel we have an exciting year ahead in 1999, with a combined rally at the Burford Wildlife Park on the weekend of June 19th/20th when we will again be joined by the Razoredge and Roadsters and also this year the Pre-1940 Triumph Owners Club.

It should be a particularly interesting gathering and hopefully just as successful as Kimbolton was last year. I hope lots of members will make a special effort to visit this beautiful part of the Cotswolds and help to make this a very special occasion.

In conclusion I would like to pay tribute to my committee members who work all year so quietly but so

effectively. I'm sure all members appreciate their efforts as much as I do. My personal thanks to all of them and also to our Secretary, John Oaker, for once again providing our meeting place today.

I would like to say that it was with great sadness I heard of the illness of Ed Lacey, a fellow committee member of the Razoredge Club. I am sure I speak for all our members when I say our thoughts and prayers go out for him and his family at this time.

[Following a brief discussion, the committee decided to send a small floral arrangement to the Lacey family. Our Chairman arranged this shortly after the meeting, and this was well received by Mr and Mrs Lacey. Well done Peter. — Ed.]

The Chairman then invited other Committee Member's to give their reports.

Membership Secretary's Report

This is my sixth report as Membership Secretary. When I took over the job from Terry Gordon in 1993 there were 147 members showing a steady increase in 1994 to 148 and then up again in 1995 to 151 then in 1997 a peak of 167 was reached. We fell back in 1998 to 151 and in 1999 we are down to 144.

Of last year's 151 members at present 112 have rejoined — six former members have rejoined, we have our six honorary members

and 20 new members have joined. This actually gives us a strange trend — new members same as previous year, but rejoiners down.

The breakdown of our members is as follows: 105 UK and Ireland; 15 USA/Canada; 4 Australia/New Zealand/Japan; 4 Europe; and 6 Honorary Members (all UK).

I find this a very interesting job and there is correspondence from all over the world to look forward to receiving. There is usually an increased interest in our cars after a major magazine article or an appearance of a Mayflower on TV.

The recent article in *Triumph World* on the drop-head convertibles proved the point. I have had a busy year replying to more letters than ever before from members and others trying to trace cars and then helping them to get the DVLA to renumber them.

Treasurer's Report

This has been a good steady year for the Club's finances. The benefit from the increase in the membership subscriptions two years ago have continued to improve our financial situation, and the General Account is once again holding up to the £2000 level.

This gives the Club great financial stability. To know that we can produce magazines for over 12 months from our reserves places us in a strong position.

With this in mind, I therefore recommend that subscriptions remain unaltered this year.

Secondhand Spares Secretary's report

It has been a very quiet year. Four sales have netted £121.46 and I have spent £115 to buy back some unused parts, a complete engine and some bits and pieces from a past club member. It would therefore seem that member's cars are running well, which is good.

On a more personal note, I would regretfully like to resign my position as secondhand spares secretary. This is because I have decided to sell my car.

I have had the car for nine years now and have never been able to find or make the time for anything more than a few relatively small jobs. So, it's time for FCK 895 to go to someone who I believe will get her back on the road.

I have enjoyed my eight years as a club official and have particularly appreciated the friendly atmosphere at the AGMs and the Annual Rallies I've attended.

I hope I have been helpful to members in their efforts to keep their cars on the road.

On the plus side, I am looking forward to gaining some space in my loft, shed and garage. I would therefore, appreciate an enthusiastic club member taking over the secondhand spares as soon as is convenient.

The financial situation is as follows: Starting balance £800.34; Income £121.46; Bank Interest £20.31; Total £942.11. Expenditure

£121.31; to New Spares account £500.00; Total £621.31. Closing Balance £320.80; Cash in bank £277.83; Cash in hand £42.97; Total £320.80.

Rally Secretary's report

I am pleased to confirm that we shall be having a joint rally once again, better still, this year there will be four clubs involved.

The Pre-1940 Triumph Owner's Club will be joining ourselves, the Triumph Razoredge Owners Club and The Triumph Roadster Club for a rally on Sunday June 20th at Burford Wildlife Park in Oxfordshire.

Further details will be coming out in due course, probably via a direct mailing to the membership in May or early June. I urge all members to put the date in their diaries and come along, with or without their Mayflowers. Indeed I would like to appeal to anyone coming along with or without a Mayflower, to volunteer to assist me on the day with organising everything. If you are likely to have any spare time on the day, even just half an hour, please give me a ring.

Hand Brake Cable for Lefthand Drive

Part No. 200422

Price £16.00 + Carriage

Available from the Spares Secretary

Election of Officers

Following Jim Smethurst's resignation, the meeting agreed not to reappoint a Secondhand Spares Secretary, but accepted Steve Coulman's suggestion that we create a new post of 'Secondhand Spares Co-ordinator' who would maintain a register of the club's secondhand spares which would be held at various members homes.

This was formally proposed by John Oaker and seconded by Phil Benson. Jim Smethurst will pass on the present spares to any 'volunteers with space'.

All other Committee members expressed their wish to continue in their present roles, and their being no other candidates, the meeting re-elected the Committee 'en-bloc'.

CLUB CAR BADGE

Part No:
TMC156

Price £9.00

Available from:
The Spares Secretary

FOR SALE
pair of
brand new
Mayflower
sills

£20

Dave Miller (833)

Tel: 01773 821996

Any other business

Phil Benson stated that he was having difficulty producing the magazine on time each quarter. Steve Coulman volunteered to act as a Second Editor, doing alternate magazines with Phil. This offer was accepted by the meeting, and Steve will produce the Summer and Winter editions with Phil doing Spring and Autumn.

In future, 'Copy Deadlines' will be published in the magazines.

The magazine should show Tony Thorpe and Dave Miller as Ordinary Committee members, elected last year, this will be corrected in the next edition.

The Chairman declared the meeting closed at 16.40.

LETTERS

For Sale

Dear Steve,

About eight months ago we joined TMOC as we had just acquired our car. Since then we have been able to partly restore the car, MoT it and put it back on the road.

However, since then my husband has unfortunately been disabled in an accident and we are no longer able to take it to rallies as he finds great difficulty in driving.

We reluctantly have decided to sell the car and were wondering if any other members would be interested.

The car is OKD 387 (see photo below) and we have a large and comprehensive selection of spares to go with her. The car is MoT'd and taxed to March 2000 and we would like £1,650.

Yours sincerely

Diane Preston (for Robert Preston)
13 Norwich Road, Dereham, Norfolk
NR20 3AE

Show time

Dear Steve,

Show times are fast approaching again, my first being on 23rd May, then Mellerstain at Kelso in the Scottish Borders.

I usually meet up with Peter Benfield, Forbes Alexander, John



Robert Preston's car

Burgess and a guy from Carlisle (his name escapes me) with a black and white Mayflower. Not a bad gathering when you consider there are not too many Mayflowers about!

I am seriously thinking about making it to the rally at Burford as it could be the last time to make a longish journey *unleaded!*

I still don't know what to do. I've got all the bumff from lots of companies who claim to be the best. You can fit hardened valve seats to an overhead engine but what about a side-valve? There's not enough 'meat' in the block to machine out and insert a seat so at the moment I'm opting for Millers VSP-Plus [approved by the FBHVC - Ed] or the insertion of an old lead water pipe in the fuel line [not approved - Ed].

I'm looking forward to a really good summer; it's going to be a hot one.

Yours sincerely
Ian Watt (792)

Ed's note . . .

The Federation of British Historic Vehicle Clubs, after extensive testing at MIRA, has approved the following four lead substitutes:

Millers VSP Plus, tel. 0800 281 053; Red Line, tel. 01732 866885; Valvemaster, tel 01908 372611; Superblend Zero Lead 2000, tel. 0116 291.

Triumph World are to publish in their August/September issue an unleaded supplement to cover all Triumphs and how they may be affected - hopefully to include the 'Flower.'

Mile of Triumphs

Dear John (Oaker),

We would like to extend an invitation to all your members to join us at our event in Norfolk. The event is organised by the Triumph Sports Six Club on 24th - 26th September 1999 along Yarmouth sea front to raise money for East Anglia's Children's Hospice. Contact Joe on 01493 728764 or Rob on 01603 434544 (see advert).

*Many thanks, Isabel Timms
TSSC Event Committee*

MOT '99 (the re-test)

in aid of
East Anglia's
Children's Hospice

24 - 26 Sept 1999

at Broad Farm, Fleggburgh,
near Great Yarmouth

**Bigger, better
& even more fun!**

- All-comers concours
- Trade stands
- Club stands and displays
- Teddy Bear raffle
- Convoy run and The "Mile of Triumphs"
- All other classics welcome

Excellent on-site camping facilities
LIMITED CARAVANS AVAILABLE
(Phone for details)

Book early to receive your
free commemorative mug!

What they said about
last year's MOT . . .

"It can't get bigger, but
it can't get better!"
(Oh yes it can!)

"Seeing all these cars lined
up on the Sunday was a
sight I'll never forget."

For further info or to make your booking:
Call Joe on 01493 728764
or Rob on 01603 434544

Saved?

Dear Sir,

I am writing to you as I have recently managed to save a Triumph Mayflower, which most certainly would now be scrapped.

The previous owner had partially stripped the car and had begun restoration.

The engine has been rebuilt and is inside the car, the cylinder head is not on the block but has also been rebuilt.

I am unable myself to give this vehicle the time or funds it deserves to restore it. If you have any members in your club who are looking for a suitable restoration project or a donor car then please let me know as I need the space. I value the vehicle at around £400.

*Yours faithfully, I. Frogley
6 Ashenden Walk,
Tunbridge Wells, Kent TN2 3HR
01892 513554*

Thank you

Dear John (Gogay),

Many thanks for your help over the past few years. I have sold my Mayflower last month at Blackbushe Vintage Car Auction for £2,200.

The new owner has information about the club.

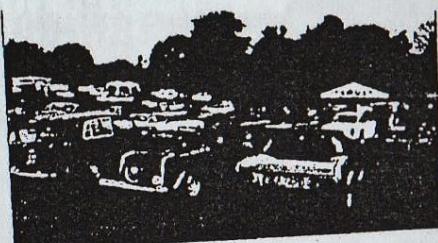
*Yours sincerely
Philip West (464)*

Triumph World Picnic

Sunday 12th September

10.00 am to 6.00 pm

Chiltern Open Air Museum
Newland Park, Gorelands Lane
Chalfont St Giles, Bucks



TRIUMPH
WORLD Magazine

Dan's Flower

Dear John (Gogay),

Wanted to drop you a line, say hello and also some photos of my car. As you can see the old Mayflower is coming along, still need to put in the glass and interior.

My wife and I have gone to a few shows in the last month. The first one was an all British show in Redmond, Washington.

There were hundreds of cars but no Maflowers. The best of show was a beautiful 1949 Triumph Roadster.

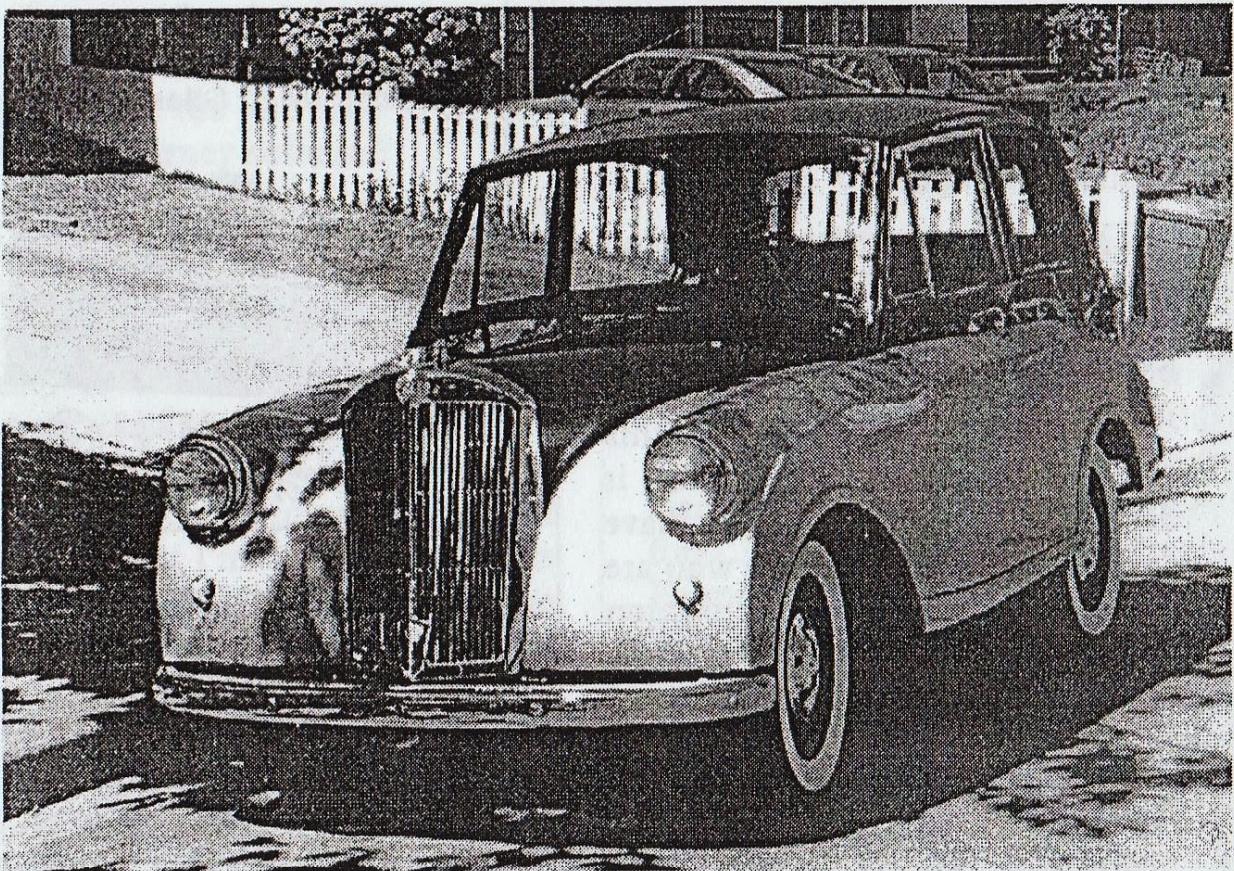
Last week we went to an all Triumph Car Show in Chilliwack, Canada, at Minter Gardens to celebrate the 75th year of Triumph.

FLOWER POWER

There were about 104 cars, all models and one Mayflower owned by Keven Moore. It is painted all white but does need a lot of work. We also met two other Flower owners, one in Spokane, Wash-

ington and another one in Canada. We hope at some time to get them all together in one place.

Regards,
Dan and Barbara Brown (60),
Renton, Washington, USA



WANTED **CLASSIC AUTOMOBILES** for the Extravaganza at Morden Park Surrey on Sunday 25th July 1999

in association with the 4th Annual Philippine Festival

* Song & Dance * Magic & Clowns * Funfair & Raffles

and plenty of Family Entertainment - Fancy Dress optional)

Lots to do and see and lots of fun

Contact David on 0181-656 5844 (24 hours)

Rally news

by Howard Pryor

AS USUAL all the last minute preparations are being made for the last rally of the century.

This year, with four clubs, there seems to be even more things to remember to do.

I now have 18 Mayflowers booked in, very close to our record (let's make the effort and get there).

The attractions are many. First the cars — nearly 100 early Triumph cars will be there, some you have never seen and may never see again, from the Pre-1940's to the Roadsters and the Renowns, and last but not least the Mayflowers.

This is the very first time all four clubs have rallied together — we are the smallest club with the best car and we can prove it!

Friends old and new, some to yet meet, all Triumph enthusiasts. Come and buy your club regalia or order your spares and have them delivered to Burford and don't forget to collect your personalised certificate.

We have a 20 sq ft marquee as joint Rally Control where you can have tea and biscuits free, buy your raffle tickets and perhaps win a year's subscription to *Triumph World* or *Classic Car Weekly* or perhaps just a gallon of oil.

We also have (as will each club) our own mini marquee where you can place your items for sale (please tag them with the price and your name — unless you stay there all afternoon).

Burford Wildlife Park is in the Cotswolds within easy reach of the M40 on the east (at Oxford), the M5 on the west and the M4 just south of Swindon — see map.

For those staying at the New Inn Hotel the address is Market Square, Lechlade, Gloucestershire GL7 3AB. Tel: 01367 252296. Lechlade is approximately six miles due south of Burford (see map) on the A429/A417 crossroads.

A convoy of cars will be leaving the hotel at 10.30 am on Sunday morning to arrive at Burford

1953 BURGUNDY MAYFLOWER - WHK 107

Bodywork completely free from rust. Car overall is better than A2 class

Price £1600

Tel 01692 598 797
(May not be connected up yet!)

or contact:
Mary McCambridge
Jubilee Bungalow, Heath Road
Hickling, Norfolk NR12 0YE

FLOWER POWER

around 11.00 am. Anyone is welcome to join it.

As always there seems so much to be done and so few hands to do it. Behind the scenes it seems the old soldiers adhere to the thought of "never volunteer for anything". Well I'm afraid you cannot hide, you maybe press-ganged for a small task, which I hope you don't mind doing, you may even enjoy it and volunteer next year!

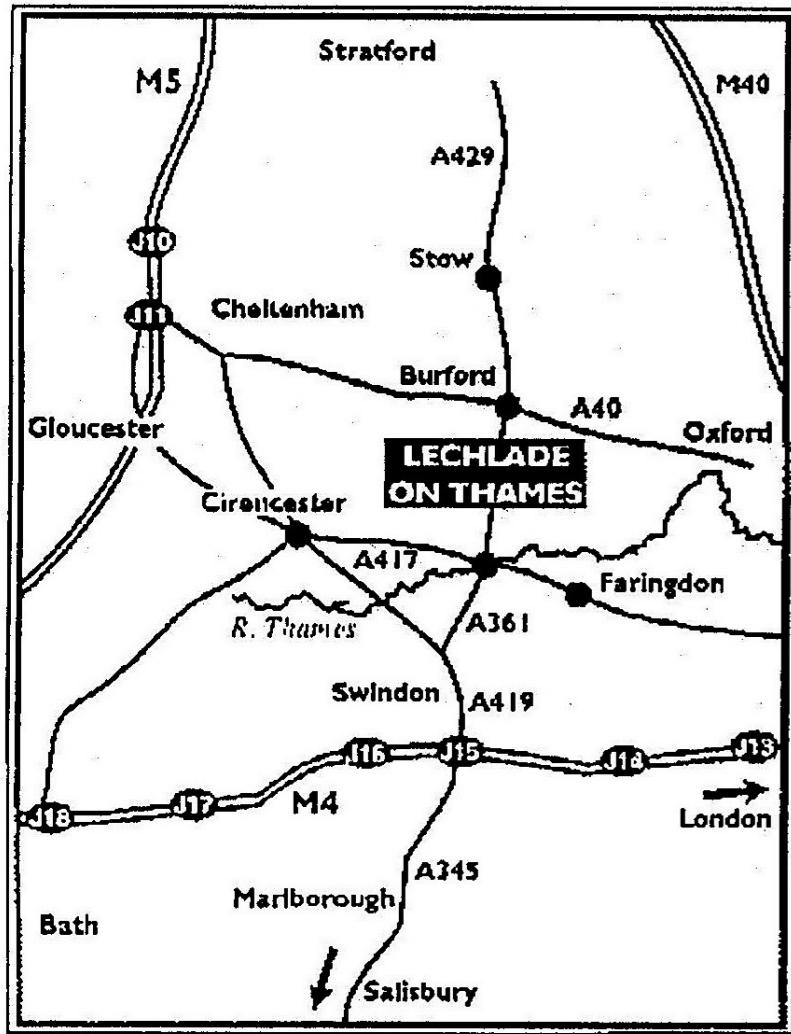
Remember our new top five awards: Concours Award; the Forbes Alexander "Nonconcours" (the saddest looking car with a current

MoT); the George Jeary Award (for the most original unrestored Mayflower); the Distance Award; and the Lady Driver's Award. Give your car a lick of polish and you may go home with some new silverware.

Remember to bring your pass (back cover) for your reduced entry to Burford. Modern cars will also receive the discount if the pass is displayed.

Finally, the first built Mayflowers are now 50 years old — perhaps you should check your AA membership is current; your mobile phone is charged; your oil and water okay; and your lounge slippers for your accelerator pedal before setting out for Burford because you cannot afford to miss it.

*Happy Mayflowering,
see you
there, Howard*



**DON'T
FORGET
YOUR
PASS!!**

History of the Mayflower

Draft Preface

by Steve Coulman

IN 1949 the combined American production of passenger cars was 35.4 million, some 20 per cent more than in 1941.

Impressive as these figures are, demand could not be met as car ownership was fast becoming a thing of the masses.

One in three owners of 1946 cars, one in four owners of 1947 cars and one in seven owners of 1948 cars would go on to purchase a 1949 or 1950 model. America was an expanding market that the British motor manufacturers had to exploit.

Ex-works prices of British cars for export to America were just £1 or £2 over material costs. On average the cost in labour per car was £3 or £4 more than pre-war production.

Strikes in the motor industry were common place and wages had virtually doubled to £9 2s 6d per week over the war period. The

British motor industry was under immense pressure.

The Labour Government's cry for increased productivity, despite difficulties and shortages of materials and supplies, was supported by the instruction to car manufacturers to go overseas as merchant venturers and become big dollar earners.

Import licensing restrictions on goods from 38 designated countries (including Belgium, Luxembourg, Switzerland, West Germany) with no, or little, risk of the loss of gold or dollars was relaxed for many motor accessory products.

This included ashtrays, heaters, door handles, over-riders and bumpers, electric horns, rubber tyres and tubes, mascots, spark plugs (except Areo).

Economy

The persisting unavailability of high-octane fuels continued to prevent engine designers raising compression ratios to increase economy and power and the positioning of valves was finely balanced between side and overhead valve engines.

The British motorist's attitude to motoring was a "can I get it?"

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nature in relation to both cars and fuel. Devaluation, as a measure to allow an increase in overseas sales, resulted in fewer cars for home sales and rising prices, although production economies after the launch of a car counteracted this effect to some extent, i.e. less chrome.

Racket

The tag "available for early delivery" was the norm rather than the once familiar "immediate delivery to home-buyers". The British Motor Trade Association scheme for covenants restricting resale of cars under 12 months old effectively stopped the "rackets in distribution" and reduced the turnover of unused or little used cars.

A car under 12 months old could only be sold back to the original dealer who would not pay more than the list price.

The 34th International Motor Exhibition, the second since the war, held at Earls Court, London in October 1949 was less well attended than in previous years with 355,486 paying 10s 0d for admission.

There was none of the excessive congestion of 1948 (562,000 paying visitors) but attendance was still 50 per cent above the pre-war average. The accessory exhibitors were not giving away the usual nick-knacks and for the first time many of the cars, not including the five star

exhibits, were locked to the annoyance of many.

The atmosphere was said to be that of a museum — "look, but do not touch". In 1948 there had been numerous novelties at the exhibition with many British manufacturers taking the opportunity to display the results of 10 years of war-interrupted development work.

However, in 1949 virtually all of the exhibits were in production and there were few major innovations — except the Mayflower and the Rover 75. The galleries and stands also had fewer technical/working exhibits/gadgets — except the Mayflower front suspension displayed on the Alford and Adler stand.

Launch

Against this background, Sir John Black, of the Standard Triumph Motor Company, launched the Triumph Mayflower.

In a speech made on 1st March 1949, Sir John Black made something of a sensation by predicting that the existing Standard Vanguard and Triumph 2-litre models would be supplemented during that year by the introduction of an entirely new small car.

A rumour spread across Europe that an exceedingly cheap 6 hp car was planned for the production lines in the Banner Lane factory in Coventry. However, instead of competing with small cheap cars

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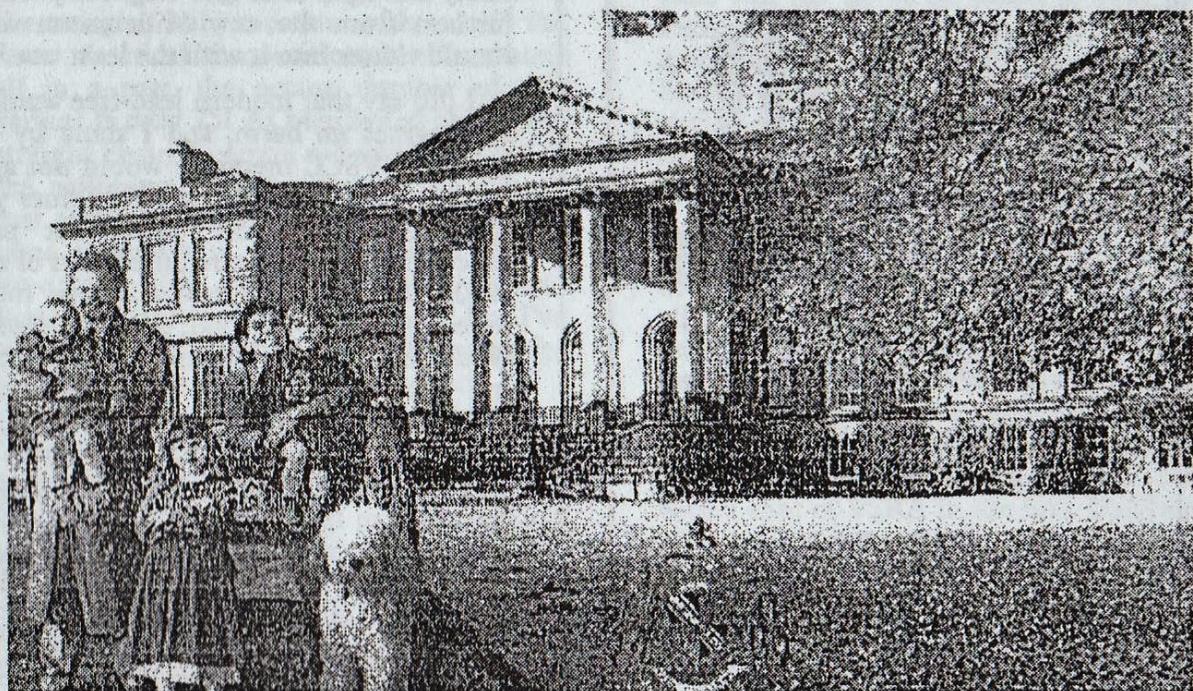
the Mayflower was a notable addition to the ranks of the luxury small car market making an instant appeal to those in search of comfort, full equipment, distinct styling and economical running.

The widest discussed feature of the Mayflower was the styling, which was a highly original attempt to combine the two idioms that had previously been considered mutually exclusive. razor-edged coachwork became popular in the world of larger cars with

hand-made bodies just before the Hitler-Stalin pact and immediately after the war it was made a production feature of the Triumph 2-litre saloon.

The post-war period saw the world of motoring swept by a wave of fashion for the envelope type of body with submerged lamps, integral wings and rounded flowing lines. The Mayflower was a bold attempt to combine the two styles.

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The Lead-Free Petrol Question

(Part 2)

*Continued from
Page 24 Issue No. 91*

cherry red 6000° C of the modern hot-shot motor. This is still true for the current 95 octane lead free. The heavy carbon residues from old-fashioned heavy monograde non-detergent oil being used at 200 miles to the pint helped to protect valve seats; the engines simply never got hot enough to burn it off. So I am told, valve clearances could actually increase due to valve seat progression; the carbon lifted the valves off their seats! The downside of this was, of course, the regular chore of de-coking.

In my opinion the typical low-revving pre-1925 motor producing 15 to 25 BHP per litre such as a JAP KT or KTW V-twin has nothing to fear from lead-free fuel. True, modern oils, detergents in the fuel, and replacement pistons with oil-control rings that actually work mean that protective carbon residues are reduced, but the calcium and zinc-containing left-overs from burnt modern oil are also effective valve seat protectors. The cautious owner will do no harm, and achieve the always desirable belt-and-braces effect by adding a little oil to the fuel, or even one of the VSRA (valve seat recession additive) products which are becoming available (more later on these). Incidentally, when I mentioned "oil" I did not mean that useless, overpriced (and usually red) stuff known as upper cylinder lubricant. Two-stroke oil is much better! Used at about 5ccs per litre of petrol, in a low compression engine it will leave some carbon on the exhaust valve seats and help to look after the internals, especially among the 500 miles-a-year brigade where the engine is more likely to expire from rust and cobwebs than valve seat recession! So, oddly enough, it is the engines produced furthest from the new Millennium which should clatter into it with the least trouble.

I did say that modern lead-free would do old engines no harm, and I stand by that, but some VSCC members would not agree. Readers may remember a VSCC fuss years ago, well before the valve seat panic, concerning the octane requirements of some 1920s engines. Apparently, these motors were not happy with high octane fuel of any kind suffering from overheating, low power, and poor sensitivity to ignition advance. (Oddly enough, there were no published complaints from the VMCC.) To cut a very long story short, the conclusion reached was that modern fuel burned too slowly, and an octane reducer was needed. The one chosen was paraffin (kerosene), and a surprisingly compliant Customs and Excise gave the VSCC a legal OK to dose their petrol with this duty-free fuel. Personally, if faced with this problem, and it could perhaps affect low compression liquid-cooled side-valves such as the Matchless MX, I would not choose paraffin. Unless used with a heated manifold Ferguson tractor style, it will not volatilise, washes the oil film off the cylinder walls and contaminates the oil. A much better octane reducer is "heptane"

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fraction", a cheap volatile industrial solvent very similar to lead-free petrol, except that the octane rating is about 10! (very pure heptane is used to set up octane test engines for the "zero octane" reading). If anyone has run into this problem with modern fuels, I can put them in touch with an industrial solvent supplier, should they wish to try this slightly illegal solution. One pint to every gallon of 95 octane should drop the octane number to around 85.

The way different hydrocarbons choose to burn in a spark-ignition engine is a very mysterious business. It is well known that the term "100 octane" means that a fuel has the same knock resistance as pure 100% octane when run under controlled conditions in a weird variable-compression single cylinder "Co-operative Fuels Research" (CFR) engine. (Believe me, this gadget bears very little resemblance to any car or motorcycle engine!). But it has to be the right 8-carbon compound, known as iso-octane, with 5 carbon atoms down the middle and the other three sticking out of this backbone at positions 2 and 4. If it is the straight chain n-octane with exactly the same chemical composition, but 8 carbons all in a row, the octane number of this variant is only 25! As mentioned above, the straight chain 7-carbon n-heptane is used as the calibrator for zero. So an "80 octane" fuel gives the same result, ie. knocks at the same compression ratio, as a blend of 80% iso-octane 20% n-heptane. Have you got that? It is not the end of the story, but I've got away with this irrelevant digression for too long as it is, so back to the subject.

The situation for late vintage and pre-war engines

It is all really down to compression ratios, engine revolutions and power output. The higher these go, the hotter the valves, and the higher the seating pressure on the valve seats. (A fast-running engine with valve overlap needs strong springs to close the valves, particularly in a pushrod OHV design). Around 6:1 for air-cooled, and 7:1 compression for a liquid cooled motor, combustion chambers are too hot for carbon to exist in a well driven (ie. fast!) vehicle with a correctly set up carburettor. The two-stroke oil in the petrol trick will help, but for engines covering reasonable mile-

ages the only effective remedy when 4-star finally goes is a VSRA.

Effective valve seat recession additives exist. They are based on fuel soluble compounds known as sodium (or potassium) sulphonates. These have no octane-improving effect, but they do decompose during combustion to sodium/potassium sulphates and carbonates¹ which protect valve seats as molten salts, analogous to the action of lead halides arising from leaded fuel. They are fairly effective down to 100 parts per million (0.01 % or 1cc to ten litres) and very effective at 400ppm. They are not expensive and they are backed by a considerable amount of R&D carried out by reputable companies such as BP and the Lubrizol Corporation. One particular potassium-based version I have used myself is made (but not retailed) by the chemical side of BP, and is backed by about 40 pages of comprehensive test results. If anyone is really keen I can send a copy, but just to give everyone an idea of the work done, tests on 1.2 litre Opel Kadett engines (apparently very prone to seat recession) were run for up to 60 hours at 4000 rpm, maximum torque, which is equivalent to 60 hours going flat out up a hill, I suppose! Seat recession after 20 hours (on a new engine, of course) was 0.3mm, which stayed more or less unchanged for another 40 hours. (This was a 440 ppm treat rate).

Other tests included 28 different makes of car, covering about 0.5 million km using the VSRA. Of course, the Opel engine and all the others were by our standards modern designs running high compressions and far more at risk than any pre-war (or even pre-1955) engine. I am convinced that any Morgan 3-wheeler engine, Matchless, Ford JAP or what have you, will come to no harm with a shot of VSRA in the fuel. Unlike the pill, you can even miss a dose or two without panicking: the residue from the last shot will see the valve seats okay!

These VSRA's should not retail at a high price. Although fuel additives carry duty, sufficient additive to treat up to 500 litres of fuel should cost less than £10. Do not be deceived into spending vast sums on some apparently super-amazing product; these are always overpriced rip-offs. This means that treatment costs will be around 2p to 4p per litre, less in fact than the current price difference between standard unleaded and 4-star. Bearing in mind that hardened valve

seat inserts are not only expensive but often impossible or risky to fit to many old engines, VSRAs provide a very practical alternative. However, these are the only two solutions; to date, nothing else will work.

Understandably, some moderately intelligent people (such as civil servants) have been fooled into endorsing the totally useless "tin pellets in the fuel" idea. This is due to the "Elephant effect". You know the old joke: Driver on the M1 throws balls of screwed-up newspaper out of the window every few miles. Passenger queries this. Driver says, It keeps the elephants off the central reservation." Passenger: "But there ain't no elephants." Driver: "I know! pretty effective, eh?"

In other words, any solution solves a non-existent problem, and in old engines which have run for years on 4-star, with valve seats furred up and work-hardened, it will take years of pottering about on lead-free for seat recession to get started, so its understandable how quack remedies appear to work sometimes.

I did meet the inventor of one version of the tin alloy pellet about 15 years ago. His "reasoning" and proof contrast nicely with the BP work mentioned above. This engagingly loopy South African engineer turned up at my place of work, Silkolene Lubricants, trying to sell his idea. Essentially, his proof consisted of various stories which boiled down to "old so-and-so tried them and said he noticed a difference.

In those days, the pitch was reduced wear, lower fuel consumption etc, with no mention of valve seat recession, so presumably this benefit appeared later. He did not know the correct meaning of the word "catalyst", and seemed to think the difference between metallic tin or lead, and fuel soluble organometallics such as TEL or tin carbony, either didn't exist or was of no consequence. The invention story was pure myth (complete sincerity and false memory syndrome are compatible). Apparently, he helped the Russians during the War cure pre-ignition problems on RR Merlins by passing their "poor quality" fuel through packs of tin pellets. This was in spite of the Russians having an excellent oil industry dating back to 1890, they were completely up-to-date on TEL and octane rating, they made some good in-line and radial engines, which they operated at low altitude where

high octane fuel is essential, and their national character was not exactly sympathetic to foreigners trying to tell them their business. The moral is, *caveat emptor!* When there is a problem concerning motor cars some odd characters appear with miscellaneous totally daft remedies lacking any sound test data, and all of them are convinced they are going to confound the established oil and fuel companies and take the world by storm.

The class of engine most at risk is the post-war high compression, high revving type that needs valve seat protection and an octane rating of 95 or higher. This more or less rules out anything fitted to a Morgan, except for the odd seriously tuned Ford. I used to use the old 92 octane leaded 2-star in my 7:1 MX4, which could give rise to incredulity: Attendant: "You're not putting 2-star in that, are you?" Reply: "I've got to. They don't make none-star any more!"

I suppose this more or less wraps it up as far as the Morgan tricycle is concerned, and I hope a few minds have been both put to rest and stimulated.

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But I've got lots more to say (who would have thought it?) concerning post-Morgan vehicles, which many of us also drive, with some attempts at Millennial crystal-gazing and various inflammatory political remarks, all in the best tradition of the

MTWC!

Are you fed up with all the restrictions, rules and regulations, taxes and tin boxes which make classic and vintage motoring less of a pleasure? Would you like to travel without let or hindrance, speeding along at any speed you fancy above 70mph, burning high octane petrol with a massive lead content and no tax, scattering lead halides to the four winds without a catalyst box or even a silencer to get in the way? OK, you may be saying, take me to your time machine. But I do not need anything so esoteric. All I need is a small aeroplane. Yes, the universal standard 100LL Avgas used in all piston-engined aircraft except microlites has a high TEL content, equivalent to 0.4grn/litre of lead, over twice that of 4-star, and it doesn't carry one penny of tax. And when is this due to be banned or phased out, you may ask. Well, as far as I am aware, not until the year 3000, or until such time as some amazing power source knocks the IC engine off its perch (which will not happen for a long time!). This is why the petrol companies can pledge to supply small quantities of 4-star "indefinitely", because the resources to synthesise TEL and blend it with bromides and petrol feedstocks will remain in place as long as aviation piston engines requiring high octane fuel are being

made and used. This will be for at least 50 years, because aircraft engines higher in power than simple "microlite" units, such as the Lycoming and Continental are still being manufactured, and they will need leaded fuel for their entire working life. Furthermore, a typical aviation motor is a long-lived device and puts in a very good innings before collecting its bus pass!

I am sure many of you are wondering why these aviation outfits, who always claim to be so technically advanced cannot get their act together, fit hardened valve seats, and tweak their engines to run on lead-free just like the downtrodden car manufacturers. Unfortunately, the answers involve another look at the octane number test method.

Nothing is simple!

Look closely at any privilege and a dual standard will pop up somewhere. The octane number method for car engine petrol has the plebeian name of RON. It would be fitting if the aircraft method was called ETH (hands up all 1950s radio fans), but it is in fact the Geordie expression MON.

The MON (Motor Octane Number) method was first mon, and defined how the variable-compression test engine was set up and operated (this was in the late 1930s). As explained earlier on in this rambling epic, the pure hydrocarbon fuels n-heptane and iso-octane were used to define zero and 100, and the test fuel fell somewhere in-between. Lead-free petros were between 60 and 75 (MON) octane, and even a hefty dose of TEL could only bring the number up to 90

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in any fuel which could be made in quantity at a reasonable cost. (The Battle of Britain was fought on 90 octane aviation fuel, Lower forms of winged life such as Tiger Moths and Ansons had to make do with 75 octane lead-free).

Later, the Americans decided that the MON method did not tackle car-orientated fuel problems such as running-on, so the Research Octane Method (RON) was developed, involving the same test engine run at a lower speed and temperature. The same set-up fuels are used, but this less severe regime gives a much higher octane number for most petrols. This is the number quoted on all petrol pumps selling taxed road fuel in Britain, other EEC countries and most of the rest of the world. However, by aviation standards even Super grade (98 RON) is pretty poor stuff.

Yes, "unleaded" is allowed to contain a small amount of lead, but the true figure in practice is very much lower. If recent (June 98) proposals for worldwide fuel standards go through, even this permitted lead level will be replaced by "below detectable amount which in practical terms means below one part per million. Interestingly, these worldwide standards include a 91 RON/82 MON fuel. If this becomes available I will be there with my Super Sports, in the queue with the Tiger Moths!

100LL Avgas, as its name suggests is a 100-octane fuel, rated by the severe MON method. The easy-going RON would award it about 108 to 110 octane points, making it "9-Star" to us poor peasants who drive cars. This is why aircraft piston engines cannot afford to go lead-free. Being mainly aluminium, they already have valve seat inserts, but that is irrelevant; redesigns to deal with a drop of 13 MON points (ie, from 100LL to 87 MON/98 RON Super Unleaded) would result in larger, heavier low-compression engines using more fuel for less power.

Incidentally, the letters "LL" mean low-lead", because back in the 1960s 100LL was low lead compared with other aviation fuels which could contain up to 1 g/litre; by the standards of the 1990s it is very high lead, but it is still called low-lead (has everyone got that?) The Avgas specification allows it to contain up to a massive 0.86g/litre of lead, but in practice the actual content is 0.4g/litre.

Avgas can be purchased by anyone. Many small airfields will willingly sell a few gallons, and in the 1980s it was common for motorcycle road racers to use a 50:50 mix of Avgas and 4-star, giving a fuel with a RON of about 104. The ACU and FIA put a stop to this in the early 1990s, but a lot of it still goes on at the enthusiast level, in sprinting, drag racing and so forth. Contrary to popular belief, Avgas is not any more dangerous than ordinary petrol. Due to its low volatility (vapour locks at 12,000 feet are not appreciated) it is less likely to catch fire than standard lead-free, and it can be used in high-compression car and motorcycle engines. The only problem is likely to be poor cold starting; aircraft engines have carburettor heaters.

Multiple Solutions for the Classic Engine

Far from being condemned to a museum after 2000, the highly tuned classic that requires high octane leaded fuel presents its owner with the luxury of several solutions.

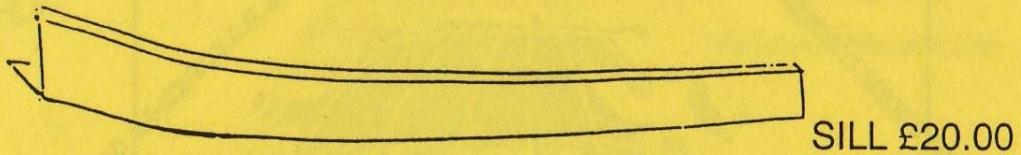
The easiest choice is to use super unleaded with an effective VSRA. This is what I intend to do for the tuned 948cc A-Series engine in my Mk I Sprite. As I am one of those irresponsible people who thrash small engines to within an inch of their life, I shall use double the recommended minimum dose! For larger, lazier engines (2 litres or more capacity) there will be no need to do this for road use except for those determined to lose their licence.

If 98 octane unleaded becomes scarce there are such things as octane boosters to use with normal unleaded but the only safe ones (for engines and people) that also work are those based on MTBE (methyl tertiary butyl ether). This does not, of course, leave any deposits on valve seats so it must be used with a VSRA. For die-hards or classic racers, there will be some leaded 4-star available. Apparently, the petrol suppliers will turn out 0.5 per cent of total petrol production, which doesn't seem much; but it amounts to a surprising 111,260 metric tons or about 34m gallons, enough to drown every D-type Jag and AC Cobra in the British Isles, I should think! (1997 UK petrol consumption was 22,252,000 metric tons of which 6,138,000 was leaded 4-star).

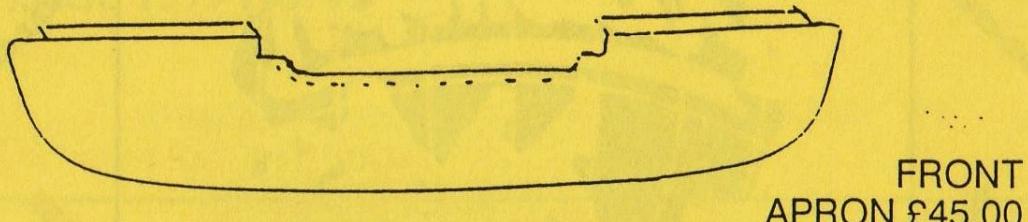
to be continued

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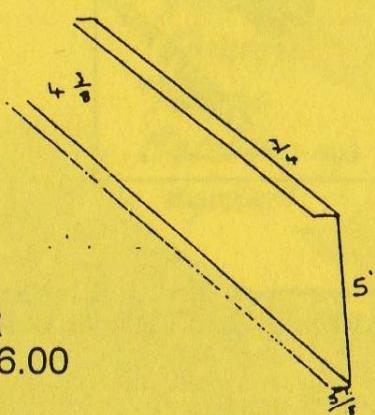
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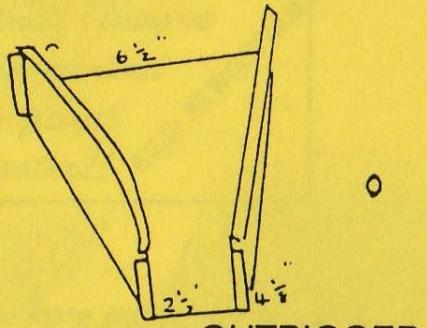
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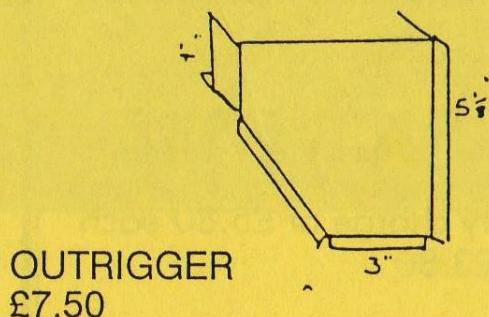
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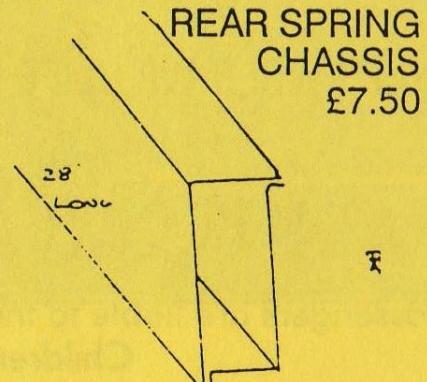
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